



CITY COUNCIL AGENDA MEMORANDUM

To: Mayor and City Council
From: George Di Ciero, City and County Manager
Debra Baskett, Transportation Manager
Kevin Standbridge, Assistant City and County Manger for Community Development

Meeting Date	Agenda Category	Agenda Item #
March 23, 2010	Council Business	9 (d)

Agenda Title:	Comprehensive Transportation Overview
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Summary
<p>In its 2009 Priorities, the City Council included a goal of completing an easy reference document providing an overview of transportation projects of interest to Broomfield. It includes our position regarding on-going and next steps on projects.</p> <p>The attached report provides information on the following projects:</p> <ol style="list-style-type: none">1. 120th Avenue Connection2. US 36 Corridor3. Northwest Rail (FasTracks)4. North Metro Rail (FasTracks)5. North I-25 Corridor Environmental Impact Statement6. North Area Transportation Alliance (NATA)7. Jefferson Parkway8. State Highway 7 Corridor9. West 144th Avenue/Dillon Road10. Internal Transportation System Improvements

Prior Council Action
<ul style="list-style-type: none">• Council has received periodic updates on most projects.

Financial Considerations
n/a

Alternatives
n/a

Proposed Actions/Recommendations
Council discussion of additional information which they would find useful. The report is proposed to be updated annually, or as needed for specific projects.

Comprehensive Transportation Overview

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1. 120th Avenue Connection	
Project Description	<ul style="list-style-type: none">• The 120th Avenue Connection will extend SH 128 from Wadsworth Parkway, across US 36 to approximately West 120th Avenue and Teller Street.• The project includes two bridges, extends Commerce Street south, and creates a new 118th Avenue. The project provides a regional connection to Arista.
City Council Representative	<ul style="list-style-type: none">• Mayor Quinn
Lead Agency and Participating Communities	<ul style="list-style-type: none">• Lead - Colorado Department of Transportation (CDOT)• Participating - Broomfield, Federal Highway Administration
Prior Council Discussion/Direction	<ul style="list-style-type: none">• Council approved an Intergovernmental Government Agreement (IGA) on June 12, 2007, with CDOT for survey, design and acquisition of right-of-way. Broomfield provided 20% match to 80% federal funding.• Council amended the IGA on December 16, 2008, authorizing the construction of the initial phases. Broomfield provided 20% match to 80% federal funding.• Council approved the issuance of bonds to fund the Broomfield match to federal funds on April 28, 2009.
Financial Commitment by Broomfield	See table on page 5.
Status	<ul style="list-style-type: none">• A groundbreaking ceremony was held in September 2009 for the initial phases of the project.• It is a design-build project. The contractors, Kraemer and Sons and HNTB, are moving quickly with 40% of the project completed as of March.• Construction is expected to be complete and open for travel in September 2010.• Construction of a Bus Rapid Transit (BRT) bridge and slip ramps linking Arista to Original Broomfield will be completed in May 2010. Buses and parking for bus riders will be relocated from the existing Broomfield park-n-Ride to the Arista parking structure.
Work to Date	<ul style="list-style-type: none">• An Environmental Assessment for this project was completed in 2005.• Design, survey and right-of-way acquisition for Phases 1 and 3 were completed in 2009. A Design/Build process is ensuring accelerated construction of the initial phases.

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Key Issues for Broomfield	<ul style="list-style-type: none">• Timely completion of initial phases of construction.• Traffic patterns will be awkward until the project is complete. Police Department and Engineering Division are working on a traffic management plan for interim period.• Working with DRCOG and CDOT to assure that the final phase is funded as soon as possible.• Informal agreement with DRCOG that final phase is funded in next DRCOG - Transportation Improvement Program (TIP) phase.• Work with CDOT to have them provide local match for final phases.
Next Steps	<ul style="list-style-type: none">• Continue to work with CDOT through the design/build process for phases underway to ensure a high quality project will be constructed.• CDOT will begin acquisition of necessary land parcels for Phase 2 in 2010.• Assure that DRCOG includes Phase 2 in next Transportation Improvement Plan (TIP).• Pursue federal and state funding to complete final phase of project.
Additional Information	<p>www.dot.state.co.us/120thAvenueConnection/index.cfm</p>

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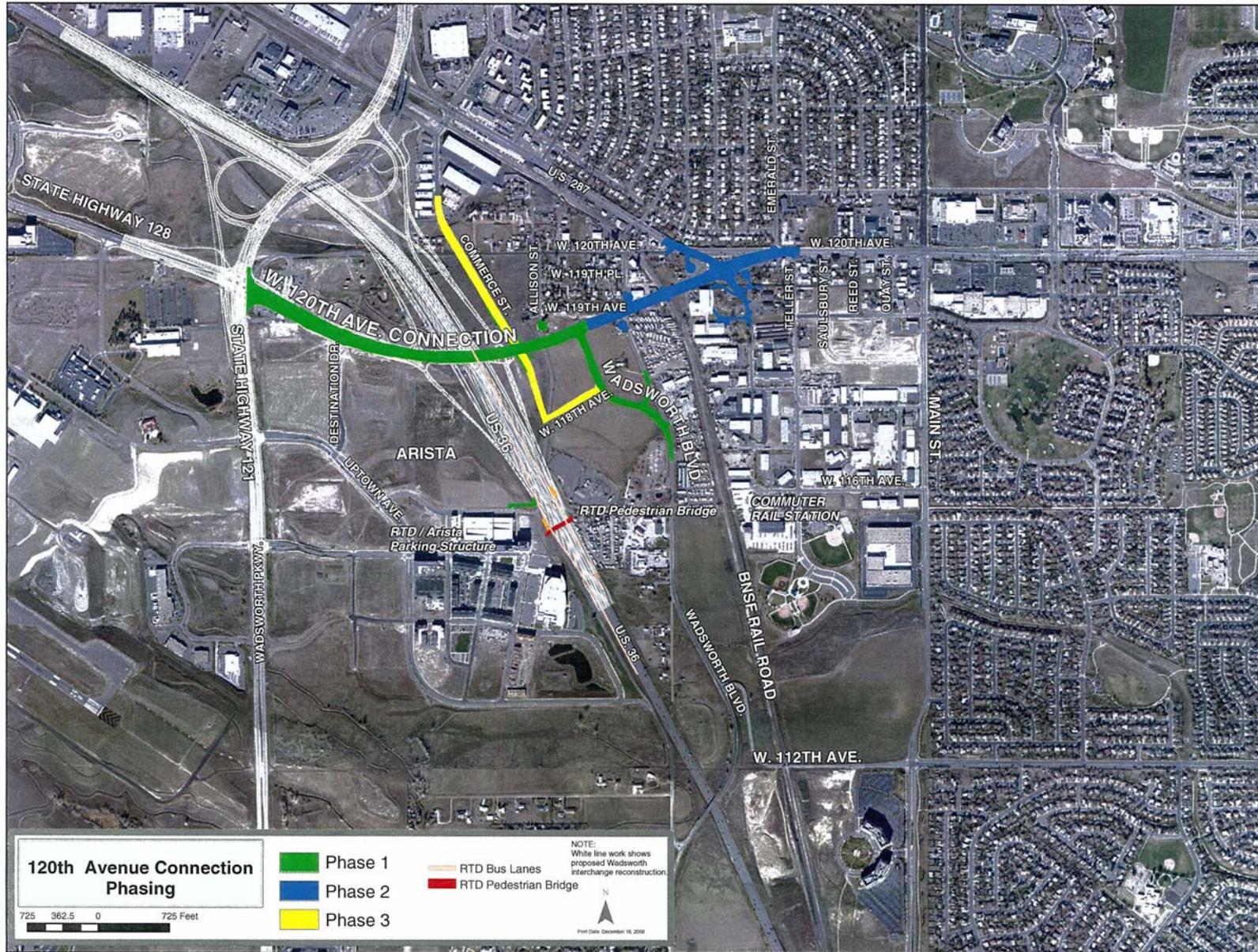
Wadsworth/US 36 Interchange Project - Status December 2009									
Sources and Uses of Funds (All dollars are in millions.)	Feasibility Study for Wadsworth Interchange	SH 128 Realignment at Wadsworth	120 th Avenue Connection				Bridge, Ramp, and Rest of Project	Entire Project Total	% Total
			Phase 1 - Committed	Phase 3 - Committed	Phase 2 - Estimated	Total (Phases 1, 2 and 3)			
Sources of Funds									
Carry forward from prior phase					18.3				
Federal	1.3	4.0	39.9	1.6	17.4	58.9	155.0	219.2	92.3%
State/CDOT			2.3			2.3		2.3	1.0%
Broomfield			8.5	3.1	4.3	15.9		15.9	6.7%
Other (RTD)	0.2							0.2	0.1%
Total Sources of New Funds	1.5	4.0	50.7	4.7	21.7	77.1	155.0	237.6	100.0%
Total Sources of Funds Available for Phase			32.4	4.7	40.0				
Uses of Funds									
Preliminary Studies	1.5							1.5	0.6%
Design Engineering			1.5	0.8	2.0	4.3	15.0	19.3	8.1%
ROW Acquisition			7.4	1.4	14.0	22.8	10.0	32.8	13.8%
Construction		4.0	21.4	1.9	24.0	47.3	130.0	181.3	76.3%
Construction Inspections						0.0			
CDOT Adm. Costs			2.1	0.6		2.7		2.7	1.1%
Total Uses of Funds	1.5	4.0	32.4	4.7	40.0	77.1	155.0	237.6	100.0%
Savings to be carried forward to future phase			18.3						

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Following are a rendering of the 120th Avenue Connection Bridge over US 36 and a plan view map.



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2. US 36 Corridor (also see Northwest Rail)	
Project Description	<ul style="list-style-type: none">• Since 2003, CDOT and RTD have been studying transportation improvements between Denver and Boulder in the US 36 Environmental Impact Statement (EIS).• The EIS defines a specific plan for the corridor and identifies mitigation for any impacts.• The “Preferred Alternative” described in the Final EIS includes one new managed lane in each direction along US 36, from Pecos Street to Foothills Parkway along US 36.• A managed lane is free for carpools and buses. Single occupant drivers choosing the lane pay a toll that is priced according to congestion levels.• Bus Rapid Transit will be created with buses using the new lanes, a system of side loading passenger stations, special buses and automated fare payment.• All vehicles using the managed lane will have a travel time advantage over vehicles driving in the general purpose lanes.• Reconstruction of the Wadsworth Interchange is included in the EIS recommendations. Initial phases would include replacement of bridges over US 36 and a loop ramp in the northeast quadrant.• A bikeway between Boulder and Westminster is also included in the recommendation.
City Council Representative	<ul style="list-style-type: none">• Mayor Quinn represents Broomfield on the US 36 Policy Advisory Committee.
Lead Agency & Participating Communities	<ul style="list-style-type: none">• Federal Highway Administration, Federal Transit Administration, CDOT, RTD, City of Boulder, Boulder County, Louisville, Superior, Broomfield, Westminster and Adams County
Prior Council Discussion/Direction	<ul style="list-style-type: none">• City Council has received updates in: May 2008, September 2008, December 2008, March 2009, July 2009 and December 2009.
Status	<ul style="list-style-type: none">• In February 2010, the USDOT awarded CDOT a \$10M grant from the American Recovery and Reinvestment Act (ARRA). The Transportation Investments Generating Economic Recovery (TIGER) discretionary grant is one of 51 grants in the nation.• CDOT sponsored the grant application and has budgeted \$30M for initial improvements to the corridor. RTD has been asked to provide \$30M in matching funds.• USDOT has given project sponsors the opportunity to work with them on innovative financing approaches to leverage the grant funding.• The Federal Highway Administration, CDOT, RTD and local governments along the US 36 corridor have already met three times with USDOT staff to analyze potential ways to leverage local funding.

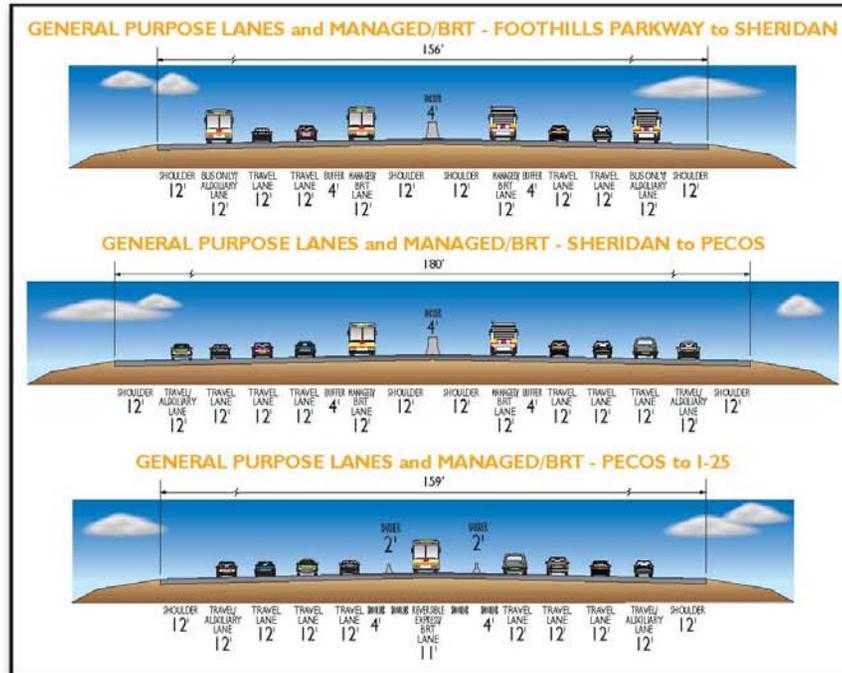
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Work to Date	<ul style="list-style-type: none">• The Final EIS was approved by the Federal Highway Administration and Federal Transit Administration in December 2009 along with a Record of Decision. This means that all the environmental clearances are in place for the corridor to receive federal funding. Electronic copies of the EIS can be found at www.US36EIS.com.• RTD has completed Phase 1 FasTracks improvements in the corridor including a pedestrian bridge at McCaslin and, a pedestrian underpass and slip ramps at Church Ranch Boulevard. The pedestrian bridge and slip ramps at Arista are scheduled for completion in May 2010.• CDOT has completed the interchange approval process for the first phase of US 36 improvements.
Key Issues for Broomfield	<ul style="list-style-type: none">• Finding funding for the recommended plan from federal and state sources. The costs of the improvements included in the FEIS are estimated at more than \$1.2 billion. However, the project can be phased. The cost estimate to build managed lanes and improvements to create an envelope to accommodate them from Westminster to Boulder is estimated at \$550M.• 25% of the managed lane funding was approved by the voters with RTD's FasTracks initiative. To date, RTD has not committed funds for this obligation.• Leveraging the \$10M grant to secure additional funding.• Reconstruction of the Wadsworth Interchange as part of the larger US 36 project.
Next Steps	<ul style="list-style-type: none">• Get RTD to provide the funding to leverage the TIGER grant.• Work with USDOT to determine how to leverage the \$10M grant.• It is necessary to make a decision by May 17, 2010, whether or not an application for federal loan programs will be submitted. Applications must then be completed by September after a detailed financial rating and traffic study are completed to determine creditworthiness.• Continue to pursue grants and appropriations to implement project phases.
Additional Information www.US36EIS.com	

COMBINED ALTERNATIVE

Managed Lanes, Auxiliary Lanes, Bus Rapid Transit (BRT), and Bikeway



- ▶ One new buffer-separated, managed lane in each direction
- ▶ Managed lanes can be used by buses and HOVs for free, and SOVs for a fee
- ▶ Auxiliary lanes between most interchanges
- ▶ Improvements to all interchanges
- ▶ Ramp and side-loading BRT stations
- ▶ Transportation demand management
- ▶ Bikeway between Westminister and Boulder
- ▶ Phase I priority is to implement managed lane



3. Northwest Rail (FasTracks- also see US 36 Corridor)	
Project Description	<ul style="list-style-type: none"> • The Northwest Rail is a proposed 41-mile commuter rail corridor from Denver Union Station to Longmont. It is part of RTD’s FasTracks program. The Northwest Rail is proposed to utilize Diesel Multiple Unit (DMU) trains that will share tracks with Burlington Northern Santa Fe (BNSF) freight trains. It is the only corridor in the FasTracks system utilizing DMUs. • RTD is negotiating with the BNSF railroad to design, finance, operate and build the rail line. • RTD is working with local governments on an environmental review process. • The proposed rail line includes “funded” and “unfunded” stations, depending on whether they were included in the original FasTracks initiative passed by voters. • A station is funded at the Flatiron park-n-Ride at US 36 and Midway Boulevard serving Parkway Circle, the Overlook District, Broomfield Business Center and Conoco Phillips. • A second Broomfield station at 116th and the BNSF tracks in Original Broomfield is included in the environmental review process but is not funded.
City Council Representative	<ul style="list-style-type: none"> • Mayor Quinn • Councilmember Taylor (Alternate)
Lead Agency & Participating Communities	<ul style="list-style-type: none"> • RTD, US Army Corps of Engineers, Broomfield, City of Boulder, Boulder County, Louisville, Superior, Westminster and Longmont.
Prior Council Discussion/Direction	<ul style="list-style-type: none"> • Council received updates from staff on the following dates: February 19, 2008; July 28, 2009; and December 8, 2009. Updates were also provided in 2006 and 2007.
Status	<ul style="list-style-type: none"> • FasTracks implementation of the Northwest line is stalled due to decreased revenues and increased costs. RTD states that the entire Northwest Rail will not be constructed without passing a sales tax increase of at least \$.04. RTD seriously considered going to the ballot in 2010; however, due to numerous factors, the Board will likely decide to defer the vote until as late as 2012. • Prior to the FasTracks election, RTD’s Board passed a “Hold Harmless” resolution, providing assurance that any reduction in improvements would be shared by all corridors equally. • RTD insists that funding of this rail corridor is based on two key assumptions: a sales tax increase and \$1B in additional federal funding for a public private partnership that will construct the East (Airport), Gold Line (from Denver Union Station to Arvada) and a portion of the Northwest Rail Corridor from Denver Union Station to West 71st and Lowell in Westminster.
(continued on next page)	

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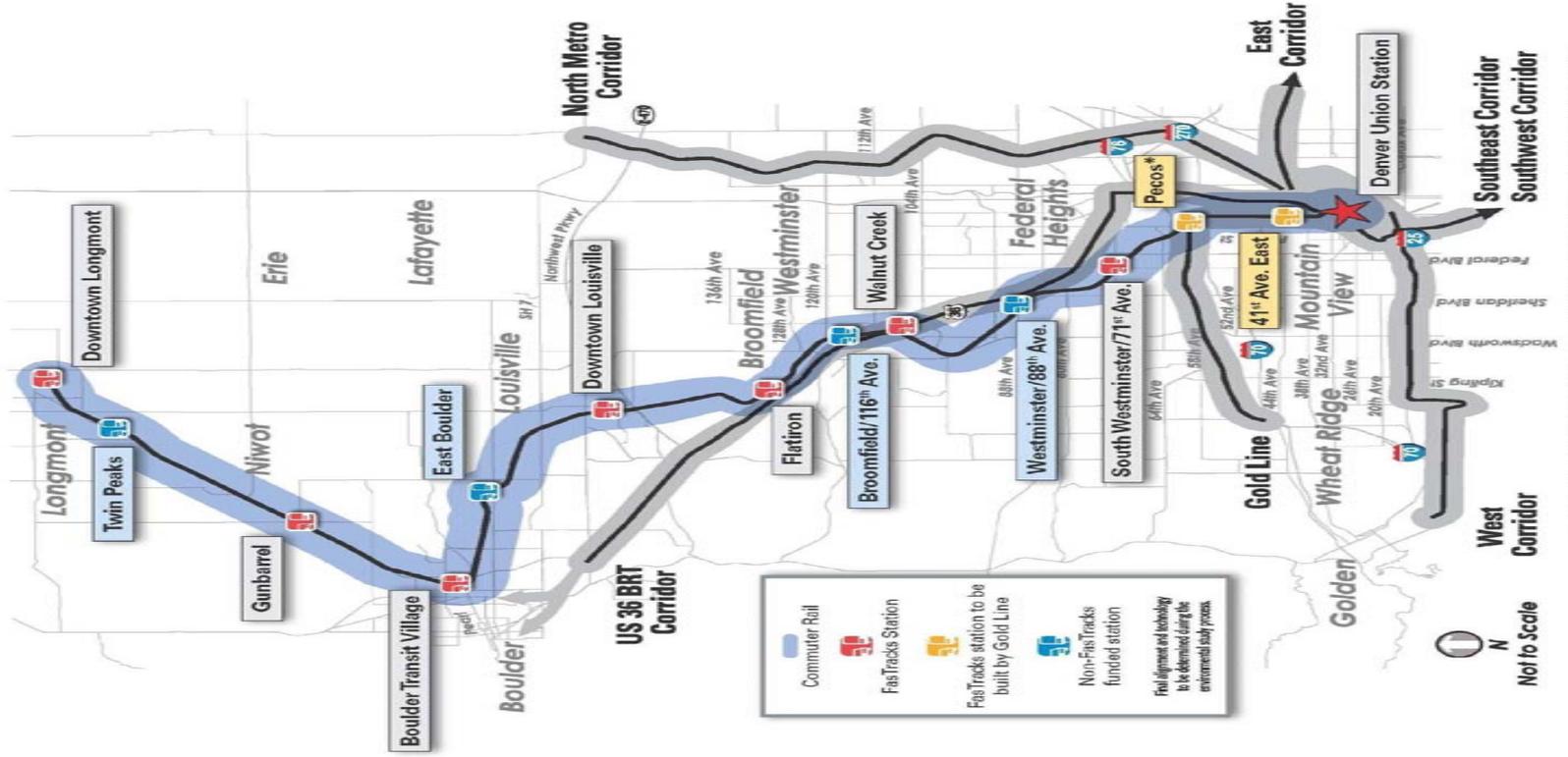
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Status (continued)	<ul style="list-style-type: none">• This short changes the Northwest Rail, leaving it without a revenue source for the foreseeable future.• Through the Metro Mayor's FasTracks Task Force, Mayor Quinn and others have voiced their concerns about the disparity in funding for the Northwest, North Metro, I-225 corridors and the two extensions in the south. They have recommended that a future ballot issue, if any, should include legally enforceable wording to insure that the Northwest Rail corridor is built, and that additional revenues would not go to cover overages in construction costs for the East, West and Gold Line.• In order to get a ballot issue passed it is important that RTD modifies the 2004 FasTracks plan. Mayor Quinn has asked RTD to come up with a plan to improve service along the Northwest Corridor including: a station at 116th Avenue/BNSF railroad tracks and increasing the frequency of trains to 30 minutes during rush hour instead of one hour. A plan including these elements will make it more likely that a ballot issue would pass.
Work to Date	<ul style="list-style-type: none">• An Environmental Evaluation is scheduled for completion at the end of 2010.• A Quiet Zone analysis (silencing train horns at crossings) has been completed by RTD, but will not move forward until the project can be constructed. Approximate costs per crossing are \$300,000 to 500,000. Broomfield has four crossings.
Key Issues for Broomfield	<ul style="list-style-type: none">• Maintaining pressure on RTD to complete the FasTracks program.• Obtaining funding and construction of the entire proposed rail line and two stations.• Keeping pressure on RTD to construct Quiet Zones. Evaluate if Broomfield should pay for Quiet Zones in advance of the Northwest Rail construction.
Next Steps	<ul style="list-style-type: none">• Complete the Environmental Evaluation for future implementation.• Work with the US 36 Mayors and Commissioners Coalition, the Metro Mayor's Caucus and the North Area Transit Alliance to assure that RTD provides a fair share to the remaining FasTracks corridors.• Have the project be "shovel ready" to take advantage of any funding plan RTD may develop or public/private partnerships that may be possible.

Additional Information see http://www.rtd-fastracks.com/nw_1

Northwest Rail Corridor

4-13-09



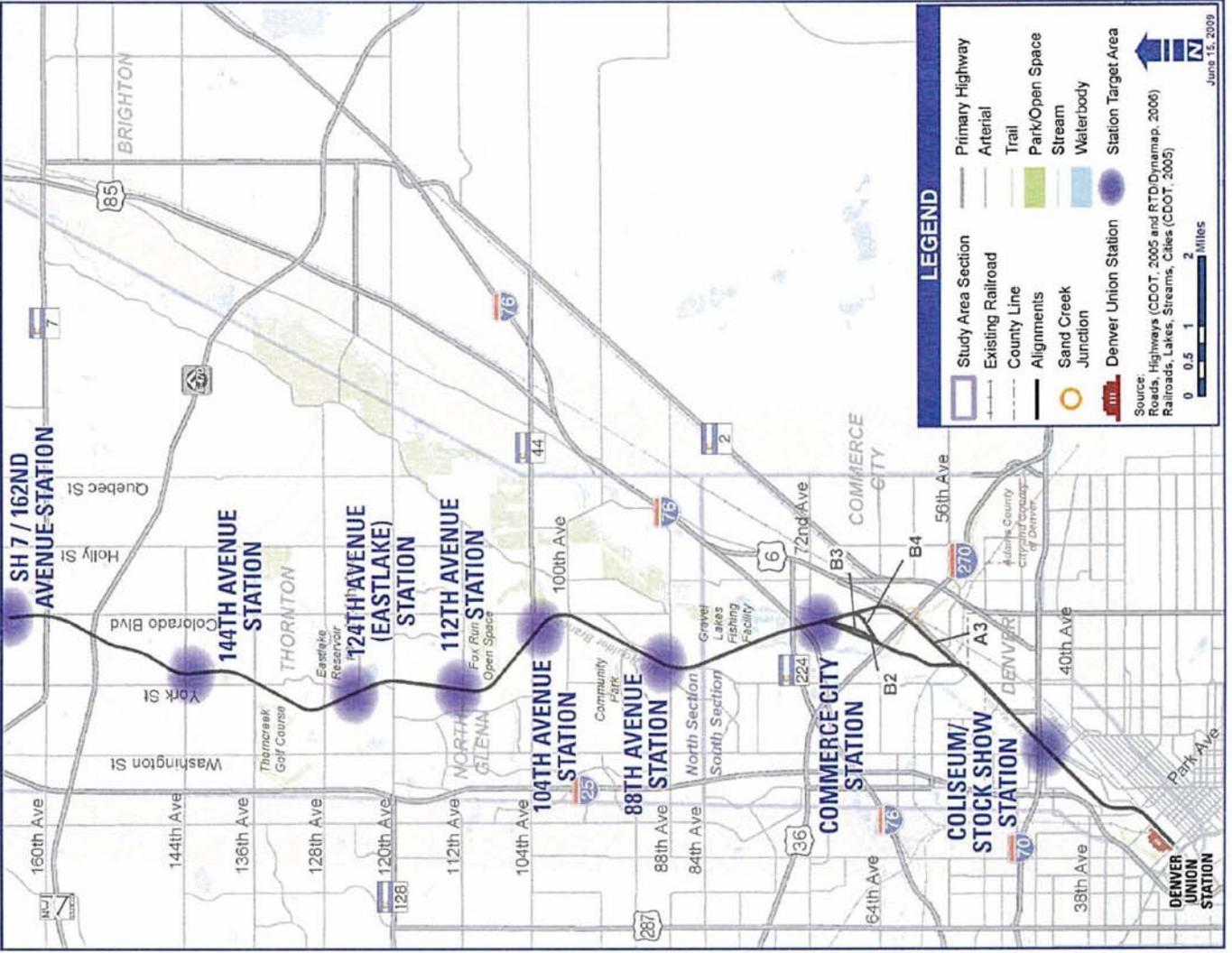
* Potential shared station to be built by Gold Line depending on outcome of Gold Line EIS

4. North Metro Rail (FasTracks)	
Project Description	<ul style="list-style-type: none"> The North Metro Rail is a proposed 18-mile rail transit corridor from Denver Union Station to 168th Avenue at the Adams County-Weld County Line. The rail is proposed east of North I-25 and follows the alignment of the Union Pacific Railroad. It is proposed to utilize Electric Multiple Unit (EMU) trains which are able to share track with freight trains and are powered by overhead electric power.
City Council Rep	<ul style="list-style-type: none"> None. Staff has been monitoring the process.
Lead Agency & Participating Communities	<ul style="list-style-type: none"> Federal Transit Administration, RTD, Denver, Commerce City, Thornton, Northglenn and unincorporated Adams County. Broomfield staff has been monitoring the activities.
Prior Council Discussion/Direction	<ul style="list-style-type: none"> Council has not discussed this project as no part of it is located in Broomfield. As part of the North Area Transportation Alliance (NATA) membership, Broomfield may become more involved as this is a top priority for the organization. See also NATA as a part of this report.
Status	<ul style="list-style-type: none"> The Metro North Rail faces the same funding challenges as the Northwest Rail. FasTracks implementation is stalled due to decreased revenues. The entire North Metro Rail will not be constructed without increased funding. Funding of this rail corridor is based on two key assumptions: an additional tax increase and \$1B in federal funding for other corridors. A Quiet Zone analysis (silencing train horns at crossings) has been completed by RTD, but will not move forward until the project can be completed.
Work to Date	<ul style="list-style-type: none"> The Draft EIS was issued in November 2009. The Final EIS is scheduled for release in second quarter of 2010. The committee working on this project has struggled with choice of train technology and alignments in the first part of the corridor, exiting Denver. Twelve alignments have been narrowed to one.
Key Issues for Broomfield	<ul style="list-style-type: none"> Working with NATA, elected officials from the I-25 corridor and Broomfield are seeking to have RTD provide a fair share to the north metro corridors. With this corridors choice to use EMU vehicles, Northwest Rail is the only corridor utilizing Diesel Multiple Units (DMUs). EMU and DMU trains can use the same tracks as freight.
Next Steps	<ul style="list-style-type: none"> RTD's plan is to have the project be "shovel ready" by fall 2010 to take advantage of any funding plan RTD may develop or public/private partnerships that may be possible.
For more information see http://www.rtd-fastracks.com/nm_2	



Draft Environmental Impact Statement and Section 4(f) Evaluation

FIGURE ES-5. BUILD ALTERNATIVE ALIGNMENTS AND STATION TARGET AREAS



November 2009

North Metro Corridor
ES-14

5. North I-25 Corridor Environmental Impact Statement (EIS)	
Project Description	<ul style="list-style-type: none"> • The North I-25 Corridor EIS has analyzed transit and highway improvements from Fort Collins to Denver Union Station. • The North I-25 Corridor EIS recommends multi-modal improvements along approximately 70 miles of the I-25 Corridor from the Fort Collins area to the Denver metro area. It recommends the following components. • One new managed lane in each direction is recommended between SH 14 (at the Town of Wellington south of Fort Collins) connecting to the existing North I-25 Express Lanes to complete a trip to downtown Denver. • A managed lane is free for carpools and buses. Single occupant drivers choosing the lane pay a toll that is priced according to congestion levels. • One additional general purpose lane in each direction between SH 14 (Wellington south of Fort Collins) to SH 66 (the eastern edge of Longmont). This study does not recommend additional general purpose lanes south of SH 66. • Interchange improvements at 16 locations are proposed including SH 7 at I-25. The interchanges will be constructed to accommodate one additional managed lane and one additional general purpose lane in each direction. • Commuter rail service connecting Fort Collins to Longmont and Thornton using the Burlington Northern Santa Fe Railroad right of way, generally paralleling SH 287, turning east at SH 119 to connect to the FasTracks North Metro rail in Thornton, which will continue to downtown Denver. There is also a connection to the FasTracks Northwest Rail in Longmont, which will travel to Boulder. • Please see the following map illustrating the proposed improvements. • Funding has not been approved for improvements identified in the EIS.
City Council Representative	<ul style="list-style-type: none"> • Councilmember Gaiser • Councilmember Taylor (Alternate)
Lead Agency & Participating Communities	<ul style="list-style-type: none"> • Colorado Department of Transportation (CDOT), Federal Highway Administration (FHWA) and jurisdictions between Fort Collins and Denver.
Prior Council Discussion/Direction	<ul style="list-style-type: none"> • Council was provided with an update on this project in December 2008 and July 2009.

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Status	<ul style="list-style-type: none">• The North I-25 Final EIS is scheduled for completion in the third quarter of 2010.• CDOT has agreed to fund a Planning Environmental Linkage (PEL) Study to study the “gap” in general purpose lanes between State Highway 7 and US 36. A PEL study is an option to get started on the planning for projects. A PEL can be completed prior to an EIS, so it could accelerate consideration of additional general purpose lanes.
Work to Date	<ul style="list-style-type: none">• A policy advisory committee has made a recommendation to CDOT and FHWA as described above.
Key Issues for Broomfield	<ul style="list-style-type: none">• Reconstruction of the interchange at SH 7 and I-25.• Extension of additional general purpose lanes from SH 7 to US 36.
Next Steps	<ul style="list-style-type: none">• Support CDOT to complete the North I-25 Final EIS.
Addition Information see http://www.dot.state.co.us/northI25eis/faq.cfm	

6. North Area Transportation Alliance (NATA)	
Project Description	<ul style="list-style-type: none"> • NATA is a coalition of public and private entities formed to address transportation issues in the north metro area. • The purpose of NATA is to promote and construct transportation improvements within the NATA area including highway improvements in the North I-25 corridor and RTD’s North Metro Rail. Additional information on these studies is included in other sections of this report.
City Council Representative	<ul style="list-style-type: none"> • Open • Kevin Standbridge (Alternate)
Lead Agency & Participating Communities	<ul style="list-style-type: none"> • The coalition is composed of 11 city and county governments and the private sector. Members include elected officials from Brighton, Broomfield, Commerce City, Dacono, Erie, Firestone, Frederick, Longmont, Northglenn, Thornton, Westminster and the Metro North Chamber of Commerce.
Prior Council Discussion/Direction	<ul style="list-style-type: none"> • Council received a briefing and passed a resolution authorizing a Memorandum of Understanding to form and participate in NATA, appointing a Councilmember to the coalition, and approving a membership fee of \$2,400 in May 2009.
Status	<ul style="list-style-type: none"> • The NATA group has been meeting since early 2009. A mission statement, membership and organizational document have been approved. • The organization’s current focus is to convince RTD to fully construct the complete North Metro rail and to have CDOT complete environmental clearances for additional lanes on I-25 from US 36 north to SH 7.
Work to Date	<ul style="list-style-type: none"> • In October 2009, the group met with CDOT Executive Director Russ George to request his support to initiate an environmental impact study of the “gap” area from US 36 to SH-7 to allow the addition of general purpose lanes in each direction. (See North I-25 EIS for greater detail.) • CDOT has agreed to fund a Planning Environmental Linkage Study of the gap between US 36 to SH-7. This study can proceed the completion of an EIS and potentially advance construction of a project. • The group commissioned and released a study critical of RTD’s assessment of funding feasibility for all FasTracks corridors. The report suggested that full funding of FasTracks without an increase in sales tax and significant federal funding is not possible.

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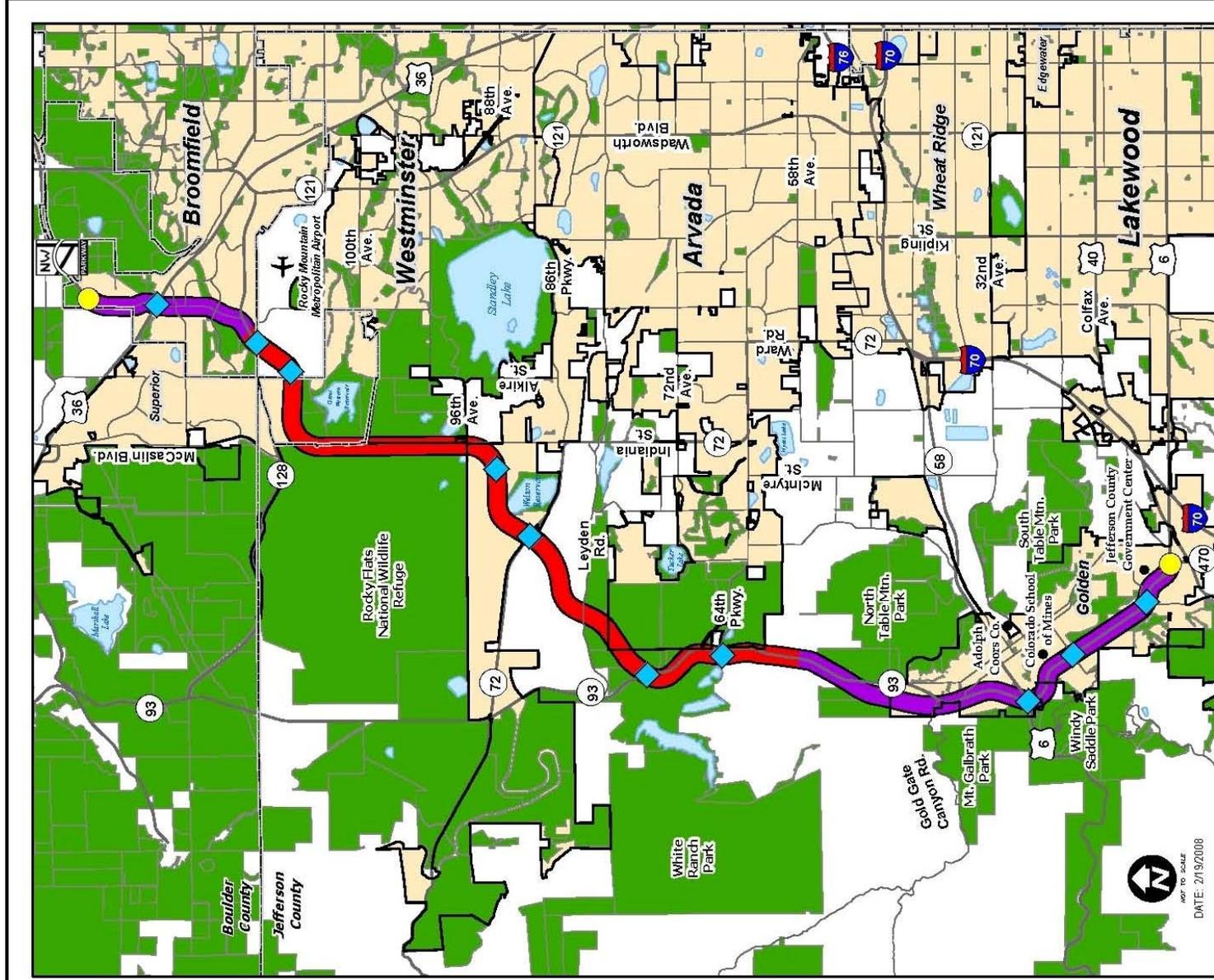
Key Issues for Broomfield	<ul style="list-style-type: none">• Addition of general purpose and managed lanes from SH 7 to US 36.• Managed lanes should provide for the operation of Bus Rapid Transit.
Next Steps	<ul style="list-style-type: none">• NATA plans to take steps to ensure that needed transportation improvements are included in Denver Regional Council of Governments and CDOT plans.• NATA plans to take actions needed to ensure that RTD's North Metro Rail FasTracks corridor is constructed in its entirety.

7. Jefferson Parkway	
Project Description	<ul style="list-style-type: none"> • Completion of the thirteen mile un-built portion of the Denver metropolitan beltway. • The proposed new toll facility includes a four-lane segment from SH 128 to SH 93 and three partial interchanges. • Sufficient ROW will be preserved for future transit.
City Council Representatives	<ul style="list-style-type: none"> • Mayor Quinn • Mayor Pro-tem Spader (alternate)
Lead Agency & Participating Communities	<ul style="list-style-type: none"> • The Jefferson Parkway Public Highway Authority was created on May 15th, 2008. • The founding and current members of the Jefferson Parkway Public Highway (JPPHA) Authority are Jefferson County, the City of Arvada and the City and County of Broomfield which equally share voting rights.
Prior Council Discussion/Direction	<ul style="list-style-type: none"> • The project has been included in the Broomfield Master/Comprehensive Plan since 1988. • Broomfield was represented by former Mayor Stuart on the Northwest Corridor EIS advisory committee that began its work in 2003. The EIS was halted by CDOT in 2008, after the expenditure of approximately \$15 million with no final EIS document or record of decision (ROD). • The City Council approved the Establishing Contract for the Jefferson Parkway Public Highway Authority on May 13, 2008. The approval included \$100,000 for Broomfield's share of the Authority's 2008 costs. • The City Council authorized the expenditure of \$200,000 for the Authority on April 14, 2009. • The City Council authorized the expenditure of an additional \$100,000 for the Authority on June 9, 2009. • The City Council approved the 2010 budget on October 13, 2009, which includes \$100,000 for the Jefferson Parkway Public Highway Authority.
Status	<ul style="list-style-type: none"> • The Authority Board meets at least on a quarterly basis and provides direction to the staff. • Bill Ray, Arvada's Deputy City Manager is Interim Director of the JPPHA. • The JPPHA continues to pursue a private sector partner to fund the project.

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Work to Date	<ul style="list-style-type: none">• In September 2008, the JPPHA selected a consultant team to provide project management, engineering and environmental services. The team has been developing a phased construction and finance plan and seeking private sector partners. The team used information prepared for CDOT during the Northwest Corridor EIS process.• Advertisements were placed in national publications in late 2008, to solicit potential private sector interest in the project.• More than 15 potential private sector funding partners were interviewed by the consulting team.• The consulting team has completed its value engineering efforts to realistically estimate the project cost.• In July, 2009, the Colorado Transportation Commission approved the 1601 interchange permit application submitted by the JPPHA for the project.• The DRCOG conducted a public hearing on December 16, 2009, for the inclusion of the proposed project on the DRCOG 2035 Fiscally Constrained Regional Transportation Plan. An amendment to the DRCOG Fiscally Constrained Regional Transportation Plan was approved.• Discussions continue with the US Department of the Interior's, Fish and Wildlife Service for the conveyance of the easterly 300 feet of the Rocky Flats National Wildlife Refuge to the JPPHA as called for in the federal act that created the Refuge.
Key Issues for Broomfield	<ul style="list-style-type: none">• Working with the Northwest Parkway Authority and the Northwest Parkway LLC (BRISA) to design and finance the segment of the beltway from SH-128 north to the terminus of the Northwest Parkway.• Neutralize objections from Golden, Boulder County and Boulder.• Obtain a private sector partner to limit Broomfield's financial outlay for the project.• Assure that as design proceeds, Broomfield's concerns and issues are addressed.
Next Steps	<ul style="list-style-type: none">• Acquire the easterly 300 feet of the Rocky Flats National Wildlife Refuge for project ROW.• As private capital markets improve, work with the private sector to select a private partner to fund, design, construct and operate the project.
Additional Information see http://www.jppha.org/	



Beltway To Tomorrow

The maps provided are graphical representations intended for general informational purposes only and may not reflect the most current information or conditions. THE CITY OF ARVADA MAKES NO WARRANTY OF MERCHANTABILITY OR WARRANTY FOR FITNESS FOR USE FOR A PARTICULAR PURPOSE. EXPRESSED OR IMPLIED, WITH RESPECT TO THESE GRAPHICAL REPRESENTATIONS. THE CITY OF ARVADA AND ITS EMPLOYEES SHALL NOT BE LIABLE FOR THE USE OF THESE MAPS OR FOR ANY DAMAGE, LOSS, OR LIABILITY ARISING FROM THE USE OF THESE MAPS. THE CITY OF ARVADA AND ITS EMPLOYEES SHALL NOT BE HELD RESPONSIBLE FOR THE USE OF THESE MAPS OR FOR ANY DAMAGE, LOSS, OR LIABILITY ARISING FROM THE USE OF THESE MAPS. THE CITY OF ARVADA AND ITS EMPLOYEES SHALL NOT BE HELD RESPONSIBLE FOR THE USE OF THESE MAPS OR FOR ANY DAMAGE, LOSS, OR LIABILITY ARISING FROM THE USE OF THESE MAPS.

MAP TO SCALE
DATE: 2/13/2008

- Connections to Existing Beltway
- ◆ Interchange
- Proposed Tollway
- Proposed Major Regional Arterial
- Open Space and Public Lands
- Cities
- Counties

8. State Highway 7 Corridor	
Project Description	<ul style="list-style-type: none"> • State Highway 7 is a key east-west roadway for Broomfield, the location of many of Broomfield's newest developments or proposed developments. The state highway spans numerous communities. The Broomfield portion is from the border with Boulder County/Lafayette to County Road 2 (just east of I-25). • The Colorado Department of Transportation (CDOT) initiated a Corridor Optimization Study of SH-7 in June 2009. The study has been on CDOT's work program since 2006. The purpose of the study is to develop a set of alternatives for the roadway which balance regional mobility with local access needs. It will recommend specific improvements for the short term (1-5 years), and longer term improvements to improve safety and operations in the corridor. • The study has been delayed, as CDOT staff has been pulled off the project to work on US 36 tasks.
City Council Representative	None at this time. Work is currently at staff level.
Lead Agency & Participating Communities	<ul style="list-style-type: none"> • CDOT is the lead agency. Participating communities include Boulder County, Broomfield, Lafayette, Erie, Thornton, Brighton and Adams County.
Prior Council Discussion/Direction	<ul style="list-style-type: none"> • Broomfield has numerous development proposals that would change the rural nature of the corridor to include vibrant mixed-use development, widen the roadway and create a streetscaped multi-modal corridor. • Staff completed a SH 7 vision plan for Council's final review on September 20, 2005. The "Streetscape 7 Design Framework" was modified based on City Council direction on August 14, 2006. Typical sections are included to illustrate the concept of the design framework. • Broomfield has an aggressive plan to add traffic signals and ¾ intersections to support our developments which are often not supported or approved by CDOT.
Status	<ul style="list-style-type: none"> • CDOT has postponed the SH-7 Optimization Study at this time. • Broomfield continues to request approval of traffic management improvements to support our developments. • Additional travel and turn lanes have been added by Broomfield developers along the Anthem and Palisade projects.

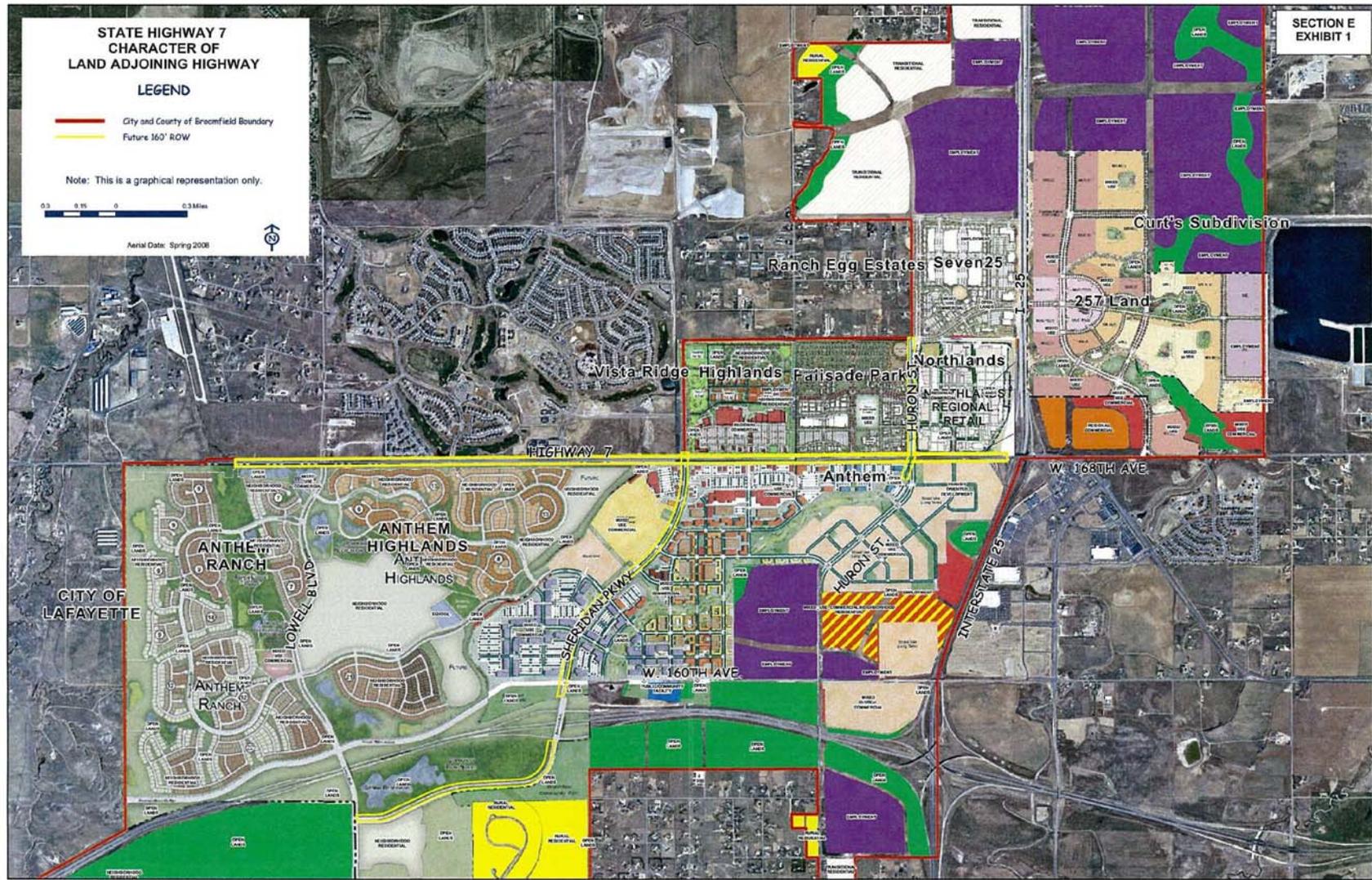
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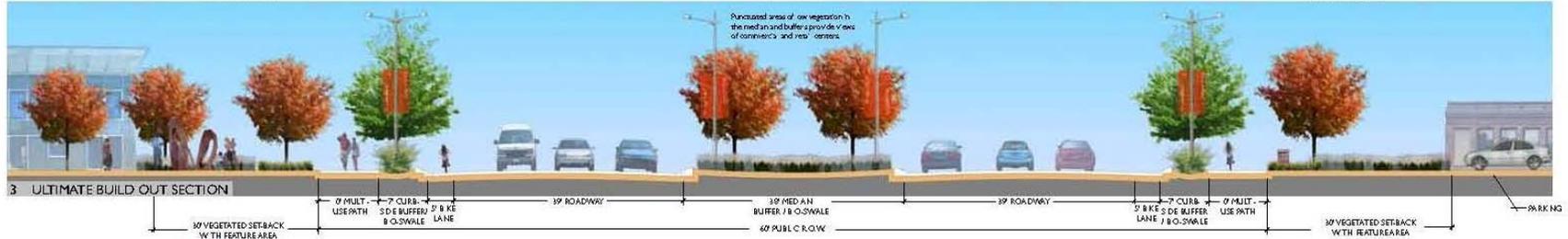
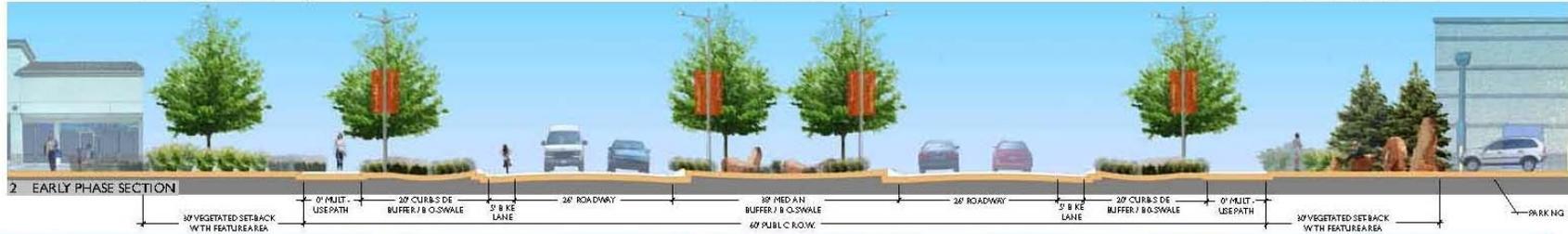
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Work to Date	<ul style="list-style-type: none">• CDOT has collected significant information from each jurisdiction included in the corridor.• Broomfield has prepared an exhibit illustrating proposed development along the corridor.
Key Issues for Broomfield	<ul style="list-style-type: none">• Complete study to determine short and long term potential improvements.• Build improved relationships with our neighboring communities.
Next Steps	<ul style="list-style-type: none">• Continue to request incremental traffic improvements in the corridor.• Participate in the CDOT study once it starts up again.

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Streetscape **7** Design Framework
State Highway City and County of Broomfield

Typical Sections
SHAPINS ASSOCIATES
PLANNING URBAN DESIGN LANDSCAPE ARCHITECTURE



9. West 144th Avenue/Dillon Road	
Project Description	<ul style="list-style-type: none"> Existing West 144th Avenue/Dillon Road is a major east-west arterial through Broomfield from SH 287 to Westminster's border. The number of lanes on the roadway varies from one lane in each direction to some four lane sections. It is the subject of on-going complaints from residents and others outside Broomfield regarding the amount of congestion drivers experience. Our analysis is that over 60% of the trips have origins and destinations outside of Broomfield.
Lead Agency & Participating Communities	<ul style="list-style-type: none"> Broomfield. Westminster has been asked to participate in improvements but has declined to date.
Prior Council Discussion/Direction	<ul style="list-style-type: none"> In November of 2006 a West 144th Avenue Connection Master Plan was completed. It proposes a four-lane roadway with four foot bicycle lanes, eight foot wide sidewalks, turn lanes and landscaped medians in some locations.
Status	<ul style="list-style-type: none"> Our long range plan estimates a cost of more than \$20 million to implement Master Plan improvements. Incremental improvements to the corridor have been completed.
Work to Date	<ul style="list-style-type: none"> A new center turn lane is complete from Federal to Irving to support the traffic associated with a new charter school and other uses. It facilitates left hand turns from West 144th Avenue to side streets. Sheridan has been widened adjacent to 144th with new east bound left and right turn lanes on West 144th Avenue.
Key Issues for Broomfield	<ul style="list-style-type: none"> Finding regional funding to provide improvements to the corridor.
Next Steps	<ul style="list-style-type: none"> Pursue inclusion in DRCOG fiscally constrained plan as a regionally funded improvement once funding for the 120th Avenue Connection is complete. Design of the intersection of Dillon Road and 120th Street will be complete in 2010. The CIP budget includes construction in 2011. Continue incremental improvements to the corridor. Funds are included in the 2010 CIP budget to prepare a plan using incremental improvements to add capacity to West 144th Avenue. Incremental improvements are expected in future CIP budgets.

Master Plan Purpose

This report outlines some initial planning goals for roadway improvements for the Broomfield 144th Avenue extending from 120th Street to the eastern city edge at Zuni Street. These are basic strategies for laneage, landscape and walkway /trail configurations and medians. There is no engineering provided and the detailed solutions for r utilities, grading, intersections, and similar elements have yet to be investigated. The intent of attached sketches and illustrative plans is to initiate discussions for project phasing , prioritizing, budgeting and similar planning efforts.

Sheet 2 Aspen Intersection landscape



Sheet 5 Landscape Alternatives Aspen to Sheridan



Sheet 6 Sheridan Intersection landscape



Sheet 8 Landscape strategy Sheridan to Lowell



Sheet 10 Lowell Intersection landscape



Sheet 12 Lowell to Zuni alternative A



Sheet 13 Lowell to Zuni alternative B



Sheet 14 Zuni Intersection



Sheet 1 TYPICAL CROSS SECTION 'A' Proposed Roadway 120th to Aspen Street

Sheet 3 TYPICAL CROSS SECTION 'B-1' Proposed Roadway Aspen Street to Sheridan Blvd.



Sheet 4 TYPICAL CROSS SECTION B-2 Alternative Roadway Treatment, Aspen St. to Sheridan



Sheet 7 TYPICAL CROSS SECTION 'C' Proposed roadway Sheridan to Lowell



Sheet 9 TYPICAL CROSS SECTION 'D' Proposed roadway Kairy Way to Lowell Blvd.



Sheet 11 TYPICAL CROSS SECTION 'E' Proposed roadway Lowell Blvd to Zuni



Sheet 15 More descriptions, Details



City and County of Broomfield, Colorado

WEST 144th AVENUE MASTER PLAN

US 287 to TO ZUNI STREET

COVER SHEET



FRANK MILTENBERGER
LANDSCAPE ARCHITECT

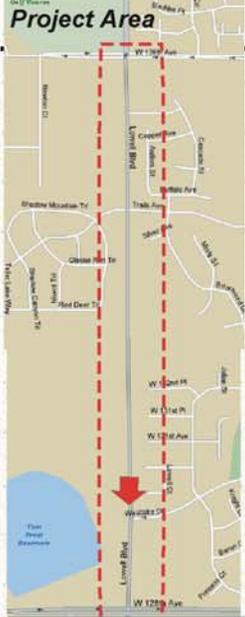
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10. Internal Transportation System Improvements	
Project Description	<p>The following transportation projects, listed in the order of construction priority, approved by City Council in September 2006, work toward the Comprehensive Plan goals of providing additional capacity on roadways to handle existing and projected traffic, and enhancing internal east-west and north-south roadway connections within the community.</p> <ol style="list-style-type: none"> 1. East Midway (Lowell Boulevard to Vrain Street) 2. West 136th Avenue (Sheridan to Sunny Slope Estates), and 3. West 136th Avenue (Sheridan to Aspen)/Aspen Street (West 136th Avenue to Aspen Creek) 4. Sheridan Boulevard (Aspen Creek to W. 144th Avenue) 5. Lowell Boulevard (120th Avenue to E. Midway Boulevard), and 6. Lowell Boulevard (E. Midway Boulevard to W. 136th Avenue) 7. Sheridan Boulevard (W. 120th Avenue to E. 9th Avenue)
Lead Agency and Participating Communities	<ul style="list-style-type: none"> • Broomfield • An IGA with Westminster is anticipated to pay for a portion of Lowell Boulevard between W. 120th Avenue and E. Midway Boulevard that lies in the City of Westminster.
Prior Council Discussion/Direction	<ul style="list-style-type: none"> • In September 2006, the City Council approved a Capital Improvement Plan to fund the internal transportation system projects. The projects were to be constructed between 2007 and 2013. • In 2009, funding for the Lowell Boulevard segments was postponed two years due to economic/budget constraints.

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Status	<p>Completed:</p> <ul style="list-style-type: none">• East Midway (Lowell Boulevard to Vrain Street)• West 136th Avenue (Sheridan to Sunny Slope Estates), and• West 136th Avenue (Sheridan to Aspen)/Aspen Street (West 136th Avenue to Aspen Creek)• Sheridan Boulevard (Aspen Creek to W. 144th Avenue) <p>Current Schedule:</p> <ul style="list-style-type: none">• Lowell Boulevard (120th Avenue to E. Midway Boulevard) - construction 2011-2012• Lowell Boulevard (E. Midway Boulevard to W. 136th Avenue) - construction 2012-2013• Sheridan Boulevard (W. 120th Avenue to E. 9th Avenue) - construction 2012-2013
Key Issues for Broomfield	<ul style="list-style-type: none">• Executing an IGA with Westminster for Lowell Boulevard improvements between W. 120th Avenue and W. 124th Avenue.• Economic recovery and revenue.
Next Steps	<ul style="list-style-type: none">• Complete IGA with Westminster for Lowell Boulevard.• Award design agreements for both segments of Lowell Boulevard and begin design work.• Begin utility relocation and clearance process for Lowell Boulevard segments.



Lowell Blvd. E. Midway to W. 136th Ave.

PROJECT SCOPE

- Add curb and gutter and sidewalks along west side.
- Bury utilities on east side.
- Landscape on east side between walk and curb,
- Add landscaped median
- Add street lights to roadsides
- Add pedestrian level lights where adjacent to open space



Bird's eye cross section view to the south near West Lake Drive typical proposed improvements.



Existing roadway view to the south near 136th Ave.



Birds eye view of roadway improvements near Rabbit Mountain Road and Trails Avenue intersection

PLANNING FOR ROADWAY
IMPROVEMENT PROJECTS

City and County of
Broomfield.



